

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4902. 號四廿月三年九十七百八千一英

HONGKONG, MONDAY, MARCH 24, 1879.

日二初月三年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ADLER, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTH, Ludgate Circus, E. O. BATES, HENDY & Co., 4, Old Bailey, R. O. SAMUEL, DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 10, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BROWN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore, O. HEINZEL & Co., Malacca.

CHINA:—Macao, Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## BANKS.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,800,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KENNEDY.  
E. R. BELLING, Esq., WILHELM REINER, Esq.,  
H. L. DABNEY, Esq., F. D. SASSOON, Esq.,  
H. HOFFMANN, Esq., W. S. YOUNG, Esq.,  
A. MOLVER, Esq.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

#### MANAGER.

Shanghai, EWEEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.

Hongkong, February 15, 1879.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

#### RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 8% per annum.  
" 6 " " 4% " "  
" 12 " " 5% " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,  
Hongkong, November 23, 1878.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.  
RESERVE FUND, £160,000.

#### Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

#### RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## FOR SALE.

### RECENTLY ARRIVED, AND FOR SALE.

RODGERS'S CELEBRATED CUT-LERY.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE, GAUZE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS.

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First-class Composers,

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of

Very Fine "O. E."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured

Breakfast CLARET.)

BRANDIES, &c.

LIQUOR, &c.

ALCOHOL, &c.

COGNAC, &c.

WINE, &c.

BEER, &c.

LIQUOR, &c.

WINE, &c.

BEER, &c.

LIQUOR, &c.

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BEER, &c.

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LIQUOR, &c.

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BEER, &c.

LIQUOR, &c.

WINE, &c.

## LANE, CRAWFORD & Co.

ARE AGENTS FOR  
CURCIER and ADETS' CLARETS.  
COURVOISIER'S BRANDY.  
CHUBB'S SAFES.  
WHITBREAD'S STOUT.  
VAN HOBOKEN'S GIN.  
FOSTER'S BOTTLED ALE and STOUT.  
SILVER LIGHT LAMPS.  
FRENCH JAMS, Confiture de St. James.  
STARKEY'S GOLD LACE and OFFICERS' DECORATIONS.  
BAXTER'S CANVAS.  
KOHSTAMM'S CHAMPAGNE.

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK.  
GILBEY & SONS' WINES.  
BASS'S DRAUGHT ALE.  
LETT'S DIARIES.  
ISIGNY BUTTER.  
TEACHER'S WHISKY.  
CONSTABULARY REVOLVERS.  
THE NEW LIFE JACKET.  
LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

## EIGHT PER CENT. SILVER LOAN

### THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Su (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First instalment of Interest being payable on 5th October, 1879, in

HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY

(ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby

invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT.

Bonds at the issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.

90 " 15 days after allotment.

100

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipt.

Principal Interest Total

1st instalment due 5th October, 1879.....162,500.00...69,325 81...231,825 81

2nd " 8th March, 1880.....162,500.00...68,021 70...230,521 70

3rd " 22nd September, 1880.....162,500.00...66,717 59...229,217 59

4th " 19th March, 1881.....162,500.00...65,413 48...227,913 48

5th " 12th September, 1881.....162,500.00...64,109 37...226,609 37

6th " 6th March, 1882.....162,500.00...62,805 26...225,305 26

7th " 1st September, 1882.....162,500.00...61,501 15...224,001 15

8th " 25th February, 1883.....162,500.00...60,197 04...222,697 04

9th " 21st August, 1883.....162,500.00...58,892 93...221,392 93

10th " 14th February, 1884.....162,500.00...57,588 82...220,088 82

11th " 9th August, 1884.....162,500.00...56,284 71...218,784 71

Shanghai Taels.....1,787,000.00 415,697 80 2,202,697 80

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, AGENTS

Issuing THE LOAN

(Signed)

T. JACKSON,

Chief Manager.

Hongkong, 5th March, 1879.

## Intimations.

### WANTED.

A RESPECTABLE FEMALE—To TAKE CHARGE of Two Little Boys on the Passage from Hongkong to London, in a Blue-funnel Steamer leaving early in April.

For Particulars of Terms, apply to

Messrs LANE, CRAWFORD & Co.

Hongkong, March 22, 1879.

### NOTICE.

Estate of JAMES GYE, Medical Attendant at the Chinese Government Coal Mine, near Kelung, Deceased.

CLAIMS against the above Estate should be lodged with the Undersigned not later than the 15th day of April, 1879.

A. FRATER,

H. B. M.'s Consul.

H. B. M.'s Consulate,

Tamsui, 12th March, 1879.

## Auctions.

### PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE

HOUSEHOLD FURNITURE,

MANTEL-PIECE MIRRORS,

ENGRAVINGS, CROCK



## Intimations.

NOTICE TO MARINERS.  
No. 98.  
CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.  
An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.  
To indicate a rising tide a ball will be hoisted at the mast-head.  
In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,  
Acting Engineer-in-Chief.

Imperial Maritime Customs,  
Engineer's Office,  
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	Signal	Depth of water in feet on Bar.	Signal
10	▲	17½	●
10½	▲	18	●
11	▲	18½	●
11½	▲	19	●
12	▲	19½	●
12½	▲	20	●
13	▲	20½	●
13½	▲	21	●
14	▲	21½	●
14½	▲	22	●
15	▲	22½	●
15½	▲	23	●
16	▲	23½	●
16½	▲	24	●
17	▲	24½	●

NOTICE TO MARINERS.  
No. 99.  
CHINA SEA.

PEIHO RIVER.—TIENTSIN DISTRICT.  
TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Hulk "Aden" sank at her moorings outside the Taku Bar, in 3 fathoms at low water springs.  
The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,  
Acting Engineer-in-Chief.

Imperial Maritime Customs,  
Engineer's Office,  
Shanghai, 14th March, 1879. ma25

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.  
JOHANN FRIEDRICH, German brig, Capt. A. H. Kroncke—Wieser & Co.  
GOLDEN FLEECER, British barque, Capt. James Wiltshire—Gilmann & Co.  
ONEDA, British ship, Captain S. Clyma—Gibb, Livingston & Co.  
FLETCHER CASTLE, British steamer, Capt. Jno. Kidder—Adamson Bell & Co.  
JAN PETER, German barque, Capt. Kih. Ewert—Meyer & Co.  
URANOS, Norwegian barque, Captain L. Borg—Arnholdt Karberg & Co.  
CHORCE, British barque, Captain John Harrison—Douglas Lapraik & Co.  
ALICE, German steamer, Capt. Burje—Order.

## Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. ANADYR.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Anadyr*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 21st instant, at 1 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 23rd instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, March 21, 1879. ma25

## Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Ex "Ada."

H. J. A. H. (in cross) No. 107, A'dridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazona."

M. F. (in diamond) J. W. P. (underneath) No. 4045, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

Hongkong, March 15, 1879.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Scotland*, Captain Atkinson, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary be given before noon to-morrow.

RUSSELL & Co.

Hongkong, March 19, 1879. ma26

OCIDENTAL & ORIENTAL S. S. COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship *Gaelic*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature here, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,  
Agent.

Hongkong, March 19, 1879. ma26

NOTICE TO CONSIGNEES.

THE GERMAN BARK JAN PETER, FROM ROTTERDAM.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, March 19, 1879. ma26

## To-day's Advertisements.

FOR HOIHOW AND HAIPHONG.

The departure of the German Steamship "ATLANTA" for the above Ports, has been POSTPONED until WEDNESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to MEYER & Co.

Hongkong, March 24, 1879. ma26

FOR SWATOW, AMOY & FOOCOW.

The Steamship "DOUGLAS," Capt. Young, will be despatched for the above Ports on THURSDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, March 24, 1879. ma27

TENDERS are invited for REPAIRS to the British Barque ORANGE GROVE. For particulars, apply to Capt. LONDMAN, on board, or to

GEORGE R. STEVENS & Co.,  
Agents.

Hongkong, March 24, 1879. ma25

THE CHINESE INSURANCE CO., LIMITED.

## NOTICE.

MR. J. BRADLEE SMITH has this Day been appointed SECRETARY to the above Company.

By Order of the Board of Directors,  
WM. REINERS,  
Chairman.

Hongkong, March 24, 1879. ap7

## SHIPPING.

## ARRIVALS.

March 22, *Mina*, German steamer, #48, T. Ackermann, Shanghai March 19, General—Stresser & Co.

March 23, *Emilio V.*, Italian barque, 724, A. Merello, Nagasaki March 19, Coal—D. Musso & Co.

March 23, *Kiata*, British steamer, #609, Geo. Lee, Bombay March 4, Gale 9, Penang 14, and Singapore 17, Mails and General—P. & O. S. S. Co.

March 24, *Devallion*, British steamer, 1689, R. J. Brown, Liverpool Jan. 27, via ports of call, and Singapore March 16, General—BUTTERFIELD & SWIRE.

March 24, *Sea Gull*, American steamer, 48, Fryden, White Books March 22, Treasure (\$100,000)—CHINA TRADERS' IN. Co.

March 24, *Tartar*, German brig, from Whampoa.

## DEPARTURES.

Mar. 26, *China*, for Canton.  
23, *Anadyr*, for Shanghai.  
23, *Hwai Yuen*, for Shanghai.  
23, *Julia*, for Saigon.  
23, *Herbert Black*, for Portland (Oregon).  
23, *Namoa*, for Coast Ports.  
23, *Three Brothers*, for Quinhon.  
24, *Scotland*, for Yokohama.  
24, *Emeralda*, for Manila.

## CLEARED.

*Coloma*, for Portland (Oregon).  
*Flora Castle*, for Saigon.  
*Louisa Castle*, for Saigon.  
*Atlanta*, for Hoihow.  
*Marco Polo*, for Tientsin.  
*Zegean*, for Kobe.

## PASSENGERS.

## ARRIVED.

Per *Kiata*, for Hongkong: from Southampton, Miss Walker, Sergt. and Mrs. Winter and children, and Mr. Haslam's amah; from Brindisi, Mr. R. Jones; from Bombay, Messrs Grigor, and Ayeb; from Penang, 15 Chinese; from Singapore, 42 Chinese.—For Shanghai: from Brindisi, Rev. Martin Powell; from Southampton, Mr. Crasemann; for Yokohama: from Southampton, Messrs G. Palmer, and W. Thomson.  
Per *Devallion*, from Singapore, &c., Mr. Weighton for Shanghai; Mrs. Campbell, and 470 Chinese for Hongkong.  
Per *China*, from Shanghai, 15 Chinese.

## DEPARTED.

Per *Anadyr*, for Shanghai: from Hongkong, Messrs R. P. F. Sedgwick, M. Russell, Yantgen, and J. M. Forbes; from Marseilles, H. E. Kuo (Chinese Ambassador) and suite, Mrs. Cooper, Messrs Pearce, de la Polerie, de Ponal, Mr. and Mrs. Perotta, and 2 Chinese; from Singapore, Mr. Noetzel.  
Per *Namoa*, for Amoy, Mr. W. H. Percival; for Foochow, Mr. F. Abella.  
Per *Hwai Yuen*, for Shanghai, 50 Chinese.  
Per *Three Brothers*, for Quinhon, 2 Chinese.

## SHIPPING REPORTS.

None.

## POST OFFICE NOTICES.

MAILS will close:—

For SAIGON.—Per *Louisa Castle* and *Flora Castle*, at 11.30 a.m. To-morrow, the 26th inst.

Per *Penedo*, at 4.30 p.m., on Tuesday, the 26th inst.

Per *Flintshire*, at 8.30 p.m., on Thursday, the 27th inst.

For BANGKOK.—Per *Rajaratnam*, at 4.30 p.m., on Tuesday, the 26th inst.

For HOIHOW & HAIPHONG, (Carrying Mails for Pakhoi and Haioi).—Per *Atlanta*, at 5 p.m. To-morrow, the 26th inst., instead of as previously notified.

For SHANGHAI AND YOKOHAMA.—Per *Devallion*, at 3.30 p.m., on Wednesday, the 26th inst.

For SWATOW, AMOY, & FOOCOW.—Per *Douglas*, at 5 p.m., on Wednesday, the 26th inst.

For STRAITS, SUEZ, COLOMBO, AND LONDON.—Per *Prism*, at 10.30 a.m., on Friday, the 28th inst.

## MAILS BY THE BRITISH PACKET.

The British Contract Packet *Bokhara*, will be despatched on SATURDAY, the 29th inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *Amazona* will be despatched on SATURDAY, the 29th inst., with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Aden, Suez, and Alexandria.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Alaska*, will be despatched on TUE. DAY, the 15th April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, March 21, 1879. ap16

## HOURS OF CLOSING.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## MEMOR. FOR TO-MORROW.

## Shipping.

Forward leaves for Portland.  
Noon.—Marine Court of Inquiry.—(Yesso)

## General Memoranda.

WEDNESDAY, March 26:—Daylight.—*Atlanta* leaves for Hoihow, &c.  
*Stonewall Jackson* leaves for Portland.

THURSDAY, March 27:—Daylight.—*Douglas* leaves for Coast Ports.

FRIDAY, March 28:—Goods per *Anadyr* undelivered after Noon, subject to rent and landing charges.

SATURDAY, March 29:—Noon.—*Anglia* Mail leaves for Ports of Call and Europe.

TUESDAY, April 1:—3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

WEDNESDAY, April 2:—9 p.m.—Meeting of Zetland Lodge.

THURSDAY, April 3:—2 p.m.—Sale of Household Furniture, &c., at Mr. Vogel's residence, No. 2, Queen's Road.

TUESDAY, April 15:—3 p.m.—American Mail leaves for Yokohama and San Francisco.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

## BIRTHS.

On New Year's Day, at Fir Bank, Bow-don, Cheshire, the Wife of HENRY DICKINSON, of a Son (still born).

On the 22nd March, at Whampoa, Mrs. F. GALLAGHER, of a Daughter.

At Shanghai, on the 16th March, the Wife of A. G. MERLIE, Statistical Department, Imperial Maritime Customs, of a Daughter.

On the 31st Jan., at Five Oaks, Jersey, the Wife of J. Y. MURROW, late of Hong Kong, of a Son.

## DEATHS.

On New Year's Day, at Fir Bank, Bow-don, Cheshire, HENRIETTA VANSHITTART, the beloved wife of Henry Dickinson, aged 40.

On the 4th Feb., at Glen Aros, Argyllshire, N. B. DONALD FLETCHER, formerly of Hong Kong, aged 60.

On March 10th, aged one month, FLORENCE HELEN, infant daughter of Dr. S. W. Bushell, of H.M. Legation, Peking.

The publication of this issue commenced at 7.25 p.m.

## THE CHINA MAIL.

HONGKONG, MONDAY, MARCH 24, 1879.

In his report on Penang for 1877, which has just been published, Col. Anson gives some interesting and valuable information as to the working of the new establishment, created by the Penang Ordinances 2 and 3 of that year, for the protection of Chinese. For the Protector, and his staff of one boarding officer and one clerk, called into existence to carry out the provisions of this ordinance, it is claimed that they have worked wonders. Previous to the coming into force of this ordinance, Crimping Associations were rife; by means of these, Chinese coolies were crimped or engaged under false pretences to labour in the Dutch Settlements of Sumatra; unauthorised depots were conducted under their auspices for the detention of such coolies awaiting shipment, these depots being "dark, secluded, unwholesome dens, in which the immigrants were kept entirely at the mercy of the crimp or coolie broker." Now, an end has been put to all these Associations; all unauthorised depots have been closed; no coolie can possibly come to harm in Penang. Eight respectable depots have been established under the supervision of the Protector, as lodging houses for Chinese immigrants, as well as for Chinese about to emigrate, and who are awaiting means of transport; and twenty respectable Chinese have been licensed as recruiters of coolies. Now, the immigrant Chinese arriving in the Settlement have their engagements explained to them, and receive their advances in presence of the Protector, who gives them every assistance and information they require. Chinese emigrating from the Settlement receive like protection, assistance, and information. Nor are the Chinese ungrateful for the kind consideration bestowed upon them by a paternal Government. The coolies have already manifested great confidence in the Protector, and have, in several instances, in a marked manner, adopted his advice in preference to that of their Headmen. Col. Anson is sanguine enough to predict that the measures now in force will eventually have the effect of inducing the Chinese who come to reside in the colony, to look to the Government, instead of to their Crimps, as protectors

societies, for assistance and protection; and will, while the influence of the latter is being weakened, cause them to hold the former in estimation and respect. Not only are the coolies grateful, but "the respectable portion of the Chinese community" look on and admire the working of this wonderful Ordinance, and "have expressed much satisfaction at the measures adopted by Government to afford protection and assistance to their poor and simple countrymen." The ordinance was only in operation during the last quarter of the year to which the report relates; during the three months, there were registered 6,076 immigrants and 5,107 emigrants. Of the emigrants, 3,688 went to Sumatra, principally Deli; 16 to the Native States of the Peninsula, and 1,701 engaged themselves in Penang and the Province. And in that short period of three months, so far as the "child-like and bland" coolie is concerned, everything that was suggested as at all desirable has been accomplished, and no more worlds are left for the Protector of the Chinese, his boarding officer, or his clerk, to conquer.

The Indian coolie is, judging from this report, an undeniably "bad lot" when compared with the "poor and simple" Chinaman for whom the Government is so solicitous. The wily Hindoo has in Penang, as in every quarter he emigrates to, an unhappy "knack" of getting ill and dying, thus causing trouble and inconvenience to Colonial officials and the Government, and doing no good for himself. What is set forth in the report as a general rule applies with a thousand times its usual force when those periodic famines occur to which India is subject. Many if not most of those who come to the Settlement do so because they have, through one cause or another, been unable to find work, or at all events to earn a livelihood in their own country. These men on arrival, are out of condition, and, when put to work, break down; the same result frequently takes place when men who have been accustomed to other descriptions of labour are put to hoeing in the cane fields—in which principally they are engaged. Many of them have sickness on them when they arrive, fever hanging about them, the seeds of dysentery sown in them, and such like, and of these it may be truly said they merely go to the estates to die. They are ignorant and careless of their health, extremely dirty in their habits, and opposed to all sanitary laws or regulations. They drink the vilest spirits, and sell their rice and starve themselves to get money to buy it. They are very far from being clean eaters; some pick up any vegetable rubbish they find on the estate; others steal and devour the rotten fish used as manure. Awkward handling of the hoe causes frequent slight injuries to new coolies; others are scratched in trivial accidents in the field or sugar house. These broken skins are bandaged up tightly and so badly treated, intentionally or otherwise, as to ripen into obstinate ulcers; and some coolies, even in hospital, irritate these sores so as to prevent them healing; and by keeping them on the sick list, let them escape work. Such is the Tamil coolie as described by Col. Anson; and all who know the "king" must admit that the picture is not overdrawn.

There are exceptions, men and women, but such are coolie folk in common. All that the official Reporter can find to say in favour of Indian Immigration is this that as a rule, the old coolie, after some years of residence in the Colony, becomes a more intelligent and civilised being than he was before he left his native village in India; and not a few coolies have, by steady conduct, industry, and economy, become persons of some consideration and of considerable means in the Settlement. Looking to the two pictures, one is justified in believing that the Chinese coolies, against whom no word of complaint is made in the report, have the game all in their own hand, and though poor and simple, can drive Ramasamy from the field in Penang without much trouble. In larger and further distant fields the Chinese coolies are likely at no distant date to drive the Tamil before him. The coffee planters of Ceylon have long talked of introducing Chinese cheap-labour, a proposal which was strongly urged by Sir Samuel Baker as a cure for all the evils attending the present labour supply of the Colony. Bearing in mind the enormous amount of money yearly carried away by the coolies from Ceylon, the opening of such a field as this would be a step of considerable importance.

## LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here about the 9th or 10



Governor's door, if, as is alleged, His Excellency is as yet officially ignorant of the change having been actually carried out. That such an important and serious step should have been taken and tolerated for a fortnight, without the strongest remonstrance, is more than we can conceive possible. We are perplexed, and can only look anxiously for the next Gazette.

We have all seen the proverbial antics of the performing monkey, and may have dropped a penny into the tin of the blind man's dog as that faithful animal trotted round to collect the contributions; but a more ludicrously queer performance than either of these might have been seen the other day in the Queen's Road. A seedy-looking Chinaman, with a still less imposing black "tyke" was seen gravely walking along, when all at once the man set down a small frame with a treadle, which turned out to be a miniature model of the clumsy rice-pounding foot-mill. In obedience to a sign from the mill-owner, "Doggie" mounted the frame, and, resting his fore-legs on the upper part, he started the pounding treadle with his left hind leg, and kept it in motion with a precision which would have made his fortune in any rice-pounding establishment. Looking up at those attracted by this novel exhibition, he very speedily detected a movement towards payment, and dismounting from his rostrum he took from his master a small basket and trotted towards the charitable donor. So soon as the coins jingled into the basket he turned and ran to his master, as if the delivery of the proceeds were a duty upon which his good or bad treatment depended. This dog had the appearance of the common China breed, but seemed to have suddenly stopped growing in order to devote his whole energies to this curious mode of turning a cent. His looks were grave and full of intelligence; and he evidently ranked himself among the class of Chinese labourers who are now beginning to make so great a stir in the political and commercial world.

Punch of February 15, under the heading "Clay v. Cotton," has the following:—

We recommend to the consideration of our friend *The Textile Manufacturer*, who was so severe on *Punch* for his assault on the adulterators of cotton cloths with China clay, the report of the case of *Prount v. Langton* lately decided.

The action was for damages sustained by the discoloration of certain packages of grey shirting exported from Manchester to Shanghai.

The Plaintiff said the discoloration was due to staining from the tarlatan wrapper of the packages. The Defendant said it was caused by the action of the sea. The case lasted eight days, and the Plaintiff got a verdict. The Manufacturer of the cloth himself gave evidence that the staining consisted of farina, China clay, chloride of magnesium, chloride of zinc, and blue. His son, the manager of the sizing department, admitted that each piece of 3½ yards ought to weigh 8½ lb., that of this there might be about 8 lb. of size; it might be some ounces more; it might be 3 lb. 12 oz. or 4 lb. Thus the weight of the so-called "cloth" being about 8 lbs., one half consists of cotton, the rest of China clay, farina, and chemicals.

Pleasant for the customers of our friends, the "Millers and their Men," at home and abroad.

HENDER & Co.'s Weekly Shipping Report, Pagoda Anchorage, 15th March, 1879.—

Arrivals During the Week.—March 11, Nampo, from Hongkong; 14, Tah Yew, from Shanghai.

Departures During the Week.—March 9, Kwang Tung, for Hongkong; 11, Wulow, for Newchwang; 11, Europa, for Shanghai; 13, Nampo, for Hongkong.

Shipping in Port.—Ling Feng, Sheldrake, Anton Gunther, Willie, Hermann, Vale of Nith, Tah Yew.

#### THE CHINESE INSURANCE COMPANY, LIMITED.

An extraordinary general meeting of the Shareholders of this Company was held to-day, at the Company's Office, No. 39, Queen's Road, for the purpose of confirming the special resolutions passed at the extraordinary general meeting, held 10th March. The Chairman (Mr. W. Reiners) presided, and there were present:—Messrs E. R. Bellios, W. H. Brereton, T. G. Williamson, R. Deacon, A. E. Vauber, J. Bradles Smith (General Agent of the Company), Lee Tuck Cheong, Fung Tang, Leung Yup Show Tung, Lee Sing, Lee Ying, A. O. D. Gourdin.

The CHAIRMAN stated that the meeting was a purely formal one, and moved the confirmation of the resolutions passed on 10th March.

Mr. DEACON seconded, and the motion was unanimously carried.

The eighth ordinary meeting of the shareholders of the Company was held immediately after the meeting reported above. Mr. Reiners again presiding, and the following additional shareholders being present:—Messrs J. H. Cox, H. Smith, W. R. Hughes, D. MacCulloch, G. B. Emory, and Pau Chow.

The Directors' report for the year ending Dec. 31st 1878, which has already appeared in our columns, was then read. A balance sheet and abstract of accounts accompanied the report.

The CHAIRMAN said the directors' report of the result of the last year's working would give general satisfaction. After paying all losses and expenses there remained for distribution the sum of \$18,733.56, which would enable them to bring up the reserve fund to over \$100,000, and divide amongst the contributories a bonus at the rate of 2½ per cent, as against 10 per cent the previous year. This was no doubt satisfactory. He hoped there would be a continued increase in their business next year. Since the conclusion of the meeting the afternoon Mr. Smith would

act as Secretary of the Company. The report was so full it was not necessary for him (as chairman) to say anything in addition. Before moving the adoption of the report he was prepared to hear any questions that might be put.

No shareholder apparently having any question to put, The CHAIRMAN proposed, and Mr. Deacon seconded, the adoption of the report. Carried unanimously.

Mr. Bellios proposed, and Mr. Hughes seconded, the confirmation, as Directors of the Company, of Mr. D. A. J. Crombie and Mr. T. G. Williamson, in place of Mr. C. Moreland Kerr, and Mr. J. P. Seaman, who have left the Colony. Carried unanimously.

Mr. Fung Tang proposed, and Mr. Gourdin seconded the election of Mr. Henry Smith, and Mr. L. Hanschild, as auditors of the Company. Carried unanimously.

There was no other business.

#### SUPREME COURT. IN ADMIRALTY.

March 24, 1879.

Before His Lordship the Chief Justice, with Capt. Cleveland, R.N., H.M.S. *Iron Duke*, and J. P. McEuen, Esq., Acting Harbour Master, as Nautical Assessors.

Promovee—Kwok Ayoung. Impugnant—Schultz, Master.

This was a claim for damages for the loss of the steamer *Sun-Hop Lee*, which was sunk by collision with the S.S. *Yangtze*, of which latter vessel the impugnant was and is the master. The Hon. J. Russell, (Acting Queen's Advocate) instructed by Mr. Brereton, was for the impugnant; and Mr. J. J. Francis, instructed by Mr. Deane, for the Promovee.

Before proceeding with the case the Hon. Chief Justice asked the Queen's Advocate and Mr. Francis whether they agreed with the Court that the conduct of the Captain of the *Sun-Hop Lee* and the pilot had been most exemplary. The Queen's Advocate and Mr. Francis readily agreeing that their conduct in saving the lives of the men was praiseworthy, the pilot was instructed by the Court to be in attendance on the final disposal of the case, when he would hear something to his advantage.

Inspector Swanston and P. O. John McEuen, called by the Court, deposed that on the 6th February, they were at Sian-ki-wan, their station, and saw the Danish brig. They marked on the map their idea of the position she was in. They saw no steamer pass. The latter added that at 6.40 p.m. the master of the junk came in a boat to his place, and told him what had happened. He telegraphed that night, about 8.45, to the Central Station, the effect of what the Captain of the junk reported to him regarding the collision.

Mr. Francis, summing up the evidence, said both parties were agreed as to the fact of the collision, and as to the hour; but there was considerable difference between them as to the exact place where the collision occurred. He contended that the hour when the steamer left the harbour, taken with the state of the tide, the place where the wreck was washed ashore, and the relative position of the Danish brig, proved that the point of collision was that marked "P" on the map; the place fixed by the junk people and not that marked "Y," as contended by his learned friend, and deposed to by the Captain and officers of the steamer. He quoted an American Admiralty case, the *Wenona* case, in which it was laid down that when a collision occurs between a sailing vessel and a steamer the presumption is that the steamer was in fault, and the onus is on the steamer of proving that she was not in fault. He then discussed at length the evidence of the Captain and the officers of the steamer. If the courses given by the Captain were laid down on a piece of paper the steamer and the junk would have passed one another at a distance of 1200 feet. When the Captain was asked to lay down the courses on the chart he completely and ridiculously failed to bring the vessels to the point of collision at all. His (the learned advocate's) contention was that the Captain and the officers of the steamer were in error in their statement that the junk ported at 500 feet from the steamer, and that they were likewise mistaken in their judgment of the course she was following. The collision would never have occurred were their evidence on these points correct. The explanation of their error was that they had mistaken the junk's course to the extent of two points. Instead of running towards the North shore of the harbour, as they hastily and carelessly agreed, she was running towards the Hongkong shore. Their proper course, then, was to starboard and pass her astern; but they ported and so caused the collision. Her porting when she did, and her want of a good look-out, were the causes of the collision. He quoted the rule laid down in the *Bougainville* case that when a steamer sights a sailing vessel, and does not know on what course that vessel is steering, it is her duty not to take any decisive movement until she can clearly ascertain such course; and he submitted that a want of reasonable care and caution on the part of the officers of the steamer in ascertaining the junk's course made her wholly responsible for the collision. It had been decided in the case of a collision in the Straits of Gibraltar that three miles was not too great a distance to expect a steamer to begin to take precautions to avoid a collision. In this case the junk was sighted eight miles off, half a point on starboard bow. That rule applicable to the wider channel at Gibraltar was to be applied here, in narrower water, much more strictly. He charged it as another default on the part of the steamer that she did not slacken speed. Even admitting, which he was not prepared to do, that the witnesses from the steamer were correct in saying that they had the junk in sight all the time, then they must have seen she was getting rapidly nearer, stopped, or backed, or whistled to alarm the junk, or taken any other step to avoid a collision. But he contended that no proper look-out was kept, and said that in all human probability the junk supposed to be on the look-out was helping the boatswain to stow the anchors.

Mr. Russell submitted that the question was, what are the facts of the case? The case set up by his learned friend was a very ingenious one. He took what evidence of his own side pleased him, and discarded the rest. He took from what evidence he (the Queen's Advocate) had brought forward, what suited him, and discarded the

rest. First, his case was that the steamer had no lights. The evidence made him desert that point. As to the value of much of the evidence he (the Queen's Advocate) suggested that the Chinese, as was commonly the case with them, had mixed up a hearsay version with their own experience of the affair. The promovee himself gave evidence that he never changed his course, and all the other witnesses from the junk said the same thing, while in the preliminary act, prepared presumably on the Captain's statement, the case was put to port. The learned counsel's argument that the place where the wreck was cast ashore helped them in deciding where the collision took place was with nothing; the wreck was washed west, of course, by the tide, and brought back by the resurge of the sea. The whole evidence as to the junk having a light was completely destroyed by the inconsistencies of the other evidence of the witnesses. He did not mean to say that these men were wilfully conspiring to get up a case, but when they contradicted each other so often on different points the Court would receive all their evidence with caution. Mr. Francis had made a point of the notions of places of the Chinese being very vague, but when he found the evidence they gave suited his theory he was anxious that it should have the utmost weight attached to it. That skilled men like the Captain and Chief Officer were unlikely, accustomed as they were to intricate river navigation, to take the careless course alleged against them. The Captain and officer were both up on the bridge and saw the junk, and considered that there was no risk of collision. There would have been no collision had the junk kept the course she was on when she was sighted, as she ought to have done according to the rule of the road. If the evidence of the officers was to be relied on, the steamer had done all that could be expected of her. The learned Queen's Advocate quoted several cases to show that where there was no apparent risk the steamer was not called upon to do anything, and the sailing ship was bound not to mislead or deceive the steamer but to keep on her course. By failing to do this the junk had in this case caused her own destruction. As to a proper look-out not being kept, what better look-out could there be than by the Captain on the bridge, with his night glasses, the second officer on the bridge, (he first officer relieving him when he went below), and a man specially told-off to look out from the fore part of the ship? Mr. Francis having briefly replied, the Court reserved judgment.

#### NEWS BY THE ENGLISH MAIL.

The P. and O. Co.'s steamship *Khiva*, Captain George Lee, with the London mail of the 14th February, arrived yesterday morning.

#### TELEGRAMS.

Vienna, March 12.—The town of Szegedin in Hungary (situated on a branch of the River Danube) has been utterly destroyed by floods; the Orphanage has been laid in ruins, burying the inmates, and the mortality generally is simply appalling.

London, March 12.—A Russian circular note has been despatched to the Powers pointing out questions still undecided with regard to the Treaty of Berlin which might lead to fresh local disturbances.

London, March 13.—The marriage of H.R.H. Prince Arthur-William-Patrik-Albert, Duke of Connaught and Strathearn, to H.R.H. Princess Louise-Marguerite-Alexandra-Victoria-Agnes, daughter of H.R.H. Prince Frederick-Charles of Prussia, was celebrated at Windsor this afternoon with great splendour. Her Majesty the Queen was present.

London, March 13.—A despatch of Lord Salisbury's dated 26th January has just been published. It states that the action of the Russian officials in Bulgaria and Roumelia is contrary to the Treaty of Berlin and aggravates the difficulty of its execution. It urges the immediate separation of Bulgaria and Roumelia.

Paris, March 13.—The Chamber of Deputies has rejected a resolution recommending the impeachment of the Bregeille and Roulebois Cabinets. A large majority of the Government announced their intention of resigning if the resolution were adopted.

London, March 15.—The Under-Secretary of State for Foreign Affairs said, in reply to a question, that a Manchester Firm had despatched arms and ammunition to Mozambique, but the British Government had taken steps to prevent these supplies reaching the Zulus.

London, March 14.—With reference to the previous telegram on this subject, the Under-Secretary of State for Foreign Affairs is informed that the Arms are not intended for the Zulus.

In reply to a question, Sir Stafford Northcote, the Chancellor of the Exchequer, said it was not intended to supersede Lord Chelmsford.

(From Indian Papers.) London, March 4.—In the House of Commons last night, the Secretary for War, in moving the army estimates, said that the Government has under consideration the formation of a reserve of officers, who will receive extra allowances and higher pay and be employed only when required. The question of heavy guns, he said, was at present seriously occupying the attention of Government. No change was contemplated in the total strength of the army, which will be 135,000 men this year.

London, March 4, midnight.—In the House of Lords this evening, in reply to a question Lord Cranbrook, the Secretary of State for India, said that every precaution had been taken against famine in India, and expressed a hope that the failure of the rains would not be serious. The Lieutenant-Governor of the Punjab, after a tour of inspection, had reported that there was no apprehension of famine in that district at present. Drought is expected in Cashmere and supplies of grain are already going thither.

St. Petersburg, March 4.—A serious riot has occurred at Kief. The police made a raid upon a secret printing press to confiscate it, and an armed resistance was made, which resulted in several persons being killed and wounded, and taken prisoners.

Paris, March 5.—M. Tirard, a strong free trader, has been appointed Minister of Agriculture and Commerce.

London, March 5.—The London banks have agreed to reduce the amount of eastern credits to four months instead of six, as at present after 31st August.

THE ZULU REVERS. Bombay, March 6.—The advance of the British troops into Zululand met at first with little resistance. Colonel Glyn had an engagement on the 12th January, which lasted one hour and resulted in the flight of the Zulus. Subsequently Colonels De la Rive and Russell attacked the Zulus with complete success. The British troops then advanced with great rapidity along the whole line, marching 46 miles in 27½ hours. On the 21st Colonel Pearson's column was advancing by the Lower Tugela, 100,000 Zulus being massed in Pearson's front and retiring before him. The following day our camp was attacked, and was defended by five companies of the first battalion of the 24th, one company of the second battalion of the same regiment, two guns, two rocket troops, 104 mounted men, and about 800 natives. The Zulus came in overwhelming numbers and captured the camp, with the surplus ammunition and transport, and killed about thirty officers and 500 non-commissioned officers and rank and file of the Imperial troops, and seventy non-commissioned officers and rank and file of the Colonial force. It seems that the troops were enticed away from the camp and defeated one mile and a quarter outside; the remainder of Colonel Glyn's column re-occupied the camp after dark. The killed and missing include—of the Royal Engineers, Colonels Durnford and Macdonald; Artillery, Colonel Russell Smith; first 24th, Colonel Puleine, Major White; Captains Degacher, Wardell, Mostyn, Youngshand; Lieutenants Hudson, Carvay, Atkinson, Daly, Anstey, Dyson, Porteous, Melville, and Coghill; and Quartermaster Pullen; second 24th, Lieutenants Pope, Austen, Dyer, Griffiths; Quartermaster Bloomfield, and Surgeon-Major Shepherd. On the morning of the twenty-third Lord Chelmsford effected the relief of a post which had been attacked for twelve hours by 3,000 to 4,000 Zulus. It was defended by eight men of the 24th, under Lieutenant Bromhead, of the 24th, and Lieutenant Chard of the Engineers. The Zulus at this point lost 1000 men. The enemy afterwards attacked Col. Pearson's column, but were repulsed. News of the disaster reached London on the 11th February and created great consternation. Lord Beaconsfield immediately summoned a Cabinet Council which decided that the following reinforcements should be sent to the Cape: First King's Dragoons, 17th Lancers, the 6th Battery of the 6th Brigade, the 1st Battery of the 5th Brigade of Artillery, the 13th company of Royal Engineers, second battalion of the 21st foot, the 15th foot, the third battalion of the 80th Rifles, 31st foot, 94th foot, and from Coy. for reinforcement, including the Army Service corps drafts, 8,500 men of all ranks. Fifteen steamers, including some of Cunard's and Imman's, were chartered for immediate conveyance of the troops. Embarkation commenced on the 18th Feb. The Queen has telegraphed: "I am truly grieved to learn the loss of our brave men, and I condole with their friends. It is my most heartfelt wish that this may be the last disaster to our troops."

THE AFGHAN WAR. Calcutta, March 4.—The Commander-in-Chief has urged on the Government the necessity of deciding at once definitely whether troops are to advance or return or remain at Jellalabad, as their health must suffer severely unless they are put under better shelter than small huts. No arrangements for the halting of the troops are yet begun. General Browne is gone on leave to Peshawar. Yakob is reported to have sued for peace on the condition that Government will make it worth his while to cease hostilities and keep the country quiet. The budget will be brought forward before the Viceroy leaves for Lahore.

Bombay, March 4.—The British India steamer *Manora*, with troops for Natal, arrived at Cape St. Vincent yesterday morning. This is the fastest passage on record, her average speed being 18½ knots. Great enthusiasm prevails amongst the troops, which the pleasant voyage considerably enhanced.

Madras, March 5.—A special telegram to the Gazette, dated Allah Karez, Feb. 26th, states that the second Baluch regiment and the head quarters of the third Sind Horse have been attacked to-day at Khakichopan by about 4,000 of the enemy, who were, however, repulsed with great loss. News has arrived here that 250 Baluchese have marched to reinforce the district, which is 11 miles away. Major Reynolds was killed and Col. Malcolmson slightly wounded.

Calcutta, March 5.—A report has been received from Captain Conolly, dated Thull, March 3rd, stating that Gundechar Sarai, eight miles east of Thull, was attacked by Alias Herai and Manozai Orakzal. Four commissariat servants and a police constable were killed, seven were wounded and 20 mules were carried off. Captain Conolly has proceeded to Gundechar with Sultan Ibrahim and the extra Assistant Commissioner to investigate the matter.

Madras, March 6.—A telegram from Lahore of the 5th gives details of Major Reynolds' death. It states that though wounded, he was gallantly leading a charge when his horse fell and the enemy seized him. He was buried with military honors at Candahar on the 4th.

Calcutta, March 6.—The attack on Major Biddulph's rear guard was organized at Zomindawar. It is reported that several thousand Gasis have been enrolled in that and adjacent districts. The attacking force numbered about 2,000, of whom eighty were horsemen, not regulars. They lost 180 killed, and many wounded. The troops continue healthy and the weather is cold. There has been rain on the two last days.

(L. and O. Express) It will be interesting to note the effect of the export duty on rice now levied at Saigon. Year by year the trade is increasing, and as the Straits Settlements go on prospering, the demand for this necessary staple of food will become greater. Siam and Burmah enter into the competition with Cochinchina, and the trade will flow to whichever place offers the greatest advantages.

Madras, March 6.—A telegram from Calcutta of the 5th gives details of Major Reynolds' death. It states that though wounded, he was gallantly leading a charge when his horse fell and the enemy seized him. He was buried with military honors at Candahar on the 4th.

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a Mining District in China," was lately read before the Civil and Mechanical Engineers' Society. It gives a graphic account of the *modus operandi* in the mines near Peking, and also in those at Chai Lang.

On the subject of the action of the new Chinese Minister to Washington, Chen Lan Pin, we publish a correspondent's letter from Berlin, and one from New York, which through considerable light on the matter. The Messageries Maritimes announce that from the 6th April next their steamers leaving Marseilles for Singapore will run in connection with the Spanish mail steamers plying between Singapore and Manila, and vice versa.

At the second meeting of the representatives of India and China Banks, and the London accepting Banks, held at the Oriental Bank for the purpose of considering the desirability of reducing the usances of bills from six to four months the matter was again adjourned. The delay in arriving at a decision indicates that it is not a step in the interests of the Banks, but desirable in order to exclude some of the irresponsible people who have got into the tea trade.

The Court of Enquiry into the alleged grounding of the troop-ship *Malabar* having made their report to the Admiralty, the Admiralty have superseded Capt. Percy B. Luxmore by ordering Capt. Grant of the *Audacious* to assume command of the ship. Lieut. Casement and Deane are also superseded.

The double-screw, iron armour-plated ship *Audacious* 1463 tons, 4021-horse power, flag ship of Admirable Hillyar, C.B., Commander-in-Chief on the China station, arrived at Chatham on the 7th inst., on the completion of her term of commission. The *Audacious* was fitted out, and left Chatham for China in the autumn of 1874, and she has consequently been three years and a half in commission. She will now be prepared to be paid off, but an order from the Admiralty directs that none of her bulkheads or internal fittings are to be removed, and that she is to be placed in the first division of the steam reserve. She will be surveyed at the hands of the chief constructor's staff, and the repairs necessary to be effected will be at once proceeded with, so that she may be ready for being again commissioned.

Commander S. H. Kiekman, R.N., proceeds by this mail to Hongkong, to assume command of the *Frolic*, in succession to Captain Dupuis, R.N. Commander Starbuck Grove (1868) has been selected for the command of the *Lily*, and Lieutenant Marcus L. Bridger (1869) has been appointed Lieutenant-Commander of the *Sheldrake*, on these vessels being recommissioned on the China station.

Lieut-General Sir Henry Charles B. Daubney, K.C.B., will succeed to the command of the 87th Regiment, vacant by the death of General Sir Thomas Simpson Pratt, K.C.B. Lieut. Gen. Daubney served in the Oorg campaign in 1834, and as captain in the 65th during the Chinese War of 1841-42, commanded the Light Company at the repulse of the enemy's night attack at Chinhae, and at the storm and capture of Chapoo. During the now half-forgotten first China War, he also served on the staff as brigade-major to Sir James Schoude de Woosung, Shanghai, and Chin Kiang, and was twice mentioned in despatches (bravest of major, C.B., and medal). In 1845 he succeeded to a majority in his regiment, and as its senior major, he accompanied headquarters from Gibraltar to the Crimea in 1854, serving throughout the campaign.

Another flying squadron will, it is currently reported, be commissioned in the course of the year, and among the ships mentioned as being likely to compose it are the *Invincible*, *Vladig*, *Daedalus*, *Newcastle*, *Shah*, and *Power*; also the new steel corvettes *Iris* and *Mercury*, and the training ship *Challenger* and *Atlanta*. The *Shah* will be the flagship. The command of the squadron will be offered to Rear-Admiral H.R.H. the Duke of Edinburgh, and is considered likely to fall to either Rear-Admiral Sir William Hewitt or Rear-Admiral Lyons, if declined by the Duke.

Capt. Thomas Smith will proceed to Hong Kong by next mail, to relieve Commodore Watson, whose time expires on March 1.

The work on the river gunboats for China, now being prepared at Portsmouth, is being pushed on as rapidly as possible. General Sir T. Simpson Pratt, K.C.B., colonel of the 87th (North Hampshire) Foot, died on the 2nd inst. The deceased general served in the campaign of 1814 in Holland, with the 50th Regiment, as a volunteer, and was present at the attack on Moxem and the subsequent bombardment of Antwerp. With the 28th Cameronians he served on the China Expedition, and commanded the land forces at the assault and capture of the forts of Chuenpee, on Jan. 7, 1841, and again at the assault and capture of the Bogue forts on Jan. 26 following. He commanded the 26th at the attacks on Canton from May 24 to June 1, and at the night attack on Ningpo, Secoo, Chofoo, Woosung, Shanghai, and at Chin-Kiang, and was present at the signing of the treaty of peace on board Her Majesty's ship *Cornwallis*. From 1843 to 1850 he served as deputy adjutant-general at Madras. The general afterwards served in New Zealand, and commanded the force employed during the Maori war of 1860-61. For his services on the latter occasion he was created a Knight Commander of the Order of the Bath. Previously to serving in New Zealand he had been appointed to command the forces in Australia. He was appointed colonel of the 87th Foot in May, 1862.

Latest Mail Advice.—Yokohama Dec. 20 Shanghai 23, Foochow 23, and Hongkong Jan. 4. The P. and O. mail, with the advices, dated as above, reached London, via Brindisi, on the 8th inst., two days in advance of its due date. The following French mail, with a week's later advices, arrived at Marseilles yesterday, per Messageries Maritimes steamer *Shah*, two days early. No later advices from Japan, via San Francisco, have been received. The steamer *Poonah*, with the heavy portion of the P. and O. inward mail, left Gibraltar for Southampton on the 12th inst.

Calcutta.—Feb. 6, *Glean*, from Hongkong, lost bulkheads, had chain-planks damaged; also jettisoned 350 bags sugar.

Mauritius.—(By telegram, dated Aden, Feb. 4), *Ocean Gem*, Manila for New York, has put in here with loss of footstap and several spars; a stem started and stern stove in, cargo being discharged.

London, Feb. 11, the owners of the *Glamis Castle* (str.) have received the following telegram from Coruna:—"Steamer temporarily repaired below water line, and came off the beach this morning; she is now safe at a wharf in the bay."

#### China.

SHANGHAI.

We hear from the latest arrivals from the North that when *Taku* was passed no steps had been taken to raise the bulk *Aden*, but it was reported attempts were to be made to tow her into shallower water.

R. A. Mowat, Esq., Assistant-Chief Justice, and Mrs. Mowat, were passengers to Foochow on the 16th, in the steamer *Europa*. On *ditto* that a Cotton Mill Company, under foreign auspices, is in process of formation, and that preliminaries are so far advanced that its promoters are enabled to take steps for the purchase of land, on which to erect the necessary buildings. So "native enterprises," it would appear, is not likely to have it all its own way yet.

(Courier.)

In consequence of a telegram received from Sir Thomas Wade, Mr. R. A. Mowat leaves for Foochow on the 16th in connection with the Wu-shih-shan affair. Notice of action was served on the English Church Mission on the 7th inst., but the defendants have applied for permission to extend the time for reply (which under ordinary circumstances must be made in eight days) to April 1st.

In regard to the sinking of the bulk *Aden*, at the Taku Bar, on Sunday morning last, we learn, from information received from steamers which arrived this afternoon (16th) from Tientsin, that the number of coolies reported to be drowned has been exaggerated. It was originally reported that there were fifty-two lost, but now it is believed that there are only about thirty-five coolies, and one of the crew—the lamp-trimmer—drowned. Only a few of the bodies have yet been recovered. The *Aden* lies on her side, in a sloping position, and the mast appears above water. At low water a portion of the bulk can be seen.

The *Shen Pao* says that according to letters lately received from Nanchang the number of Kiang-si tea houses is reduced to one third of what it was last year. In Ning-tu and I-nung together there only remain five firms.

FOOCHOW.

(Herald, March 13th.)

We hear that the petition in the Wu-shih-shan case was lodged with the British Consul on the 8th inst.; and that a copy was served on the English Church Missionary Society the day following. The petitioners are Chow Chang-shing, Lin Kiang-ching, Loo King-fah, and Sat Kook-min, Directors of the Tao Shan Kwang Temple; also Lin Mung-shung, and Chan Ying-ke, members of the *Representative Body* of the City of Foochow. These are the ostensible petitioners, but the persons really interested—in fact the prime movers in this novel lawsuit—are unquestionably the provincial authorities of Fokien—who, having conceived at an act of levity, are now seeking to justify their misconduct in an English Court. Of this there is pretty clear proof, and it is well perhaps that the fact should be made generally known at the earliest stage of the proceedings. We should like to know why the names of the notorious Lin Ying Lin, a leading director of the Tao Shan Kwang Temple, is conspicuous by its absence from the list of plaintiffs. Also, who and what are the so-called *Representative Body* of the City of Foochow; whether the said body is a legally constituted one; and, if so, what are its supposed functions. It certainly does not represent the peaceful inhabitants of the city, who must be shielded from any imputation of having participated in the attack on the missionary premises. We strongly suspect this so-called *Representative Body* to be a legal fiction—having no existence except in the fertile and lively imagination of the patriotic and learned framers of the petition. The hearing of the case will probably be fixed for an early day in April.

#### Quotations.

	Hongkong, March 24, 1879.
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## Intimations.

Volume Seventh of the  
"CHINA REVIEW."  
Now Ready.No. 4.—Vol. VII.  
—OF THE—  
"CHINA REVIEW"  
CONTAINS—

Jottings from the Book of Rites.  
Brief Sketches from the Life of K'ung-ming.  
The Ballads of the Shi-king.  
Translations of Chinese School-books.  
The Critical Disquisitions of Wang Ch'ung.  
Alchemy in China.  
Appendix to Wylie's "Coins of the Ta-Ch'ing Dynasty" ("Hien Fung" Period).  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries:—  
A Few Petty Additions to Dr Douglas' Dictionary.  
Trouts in China.  
Ancient Vases.  
Inheritance.  
Greeting the Spring.  
Adoption.  
The Term Kwai.  
Mongol and Yuan-pao.  
Leashold Usage.  
Chinese Coins.  
Coronation of the King of Loosho.  
The Ougur Alphabet.  
Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, March 21, 1879.

GEORGE PHILIP DARK (DECEASED).

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCOCK, Acting Consul.

Canton, Feb. 25, 1879.

## To Let.

## TO LET.

MARINE HOUSE, QUEEN'S ROAD:—  
East—GROUND FLOOR, consisting of OFFICES, COMPTROLLER'S QUARTERS, and Godowns.  
West—A RESIDENCE, with Business Accommodation, complete.  
GAS and WATER laid on.  
Each of these Premises can be Let in whole or in apartments.  
Apply to  
E. R. BELLIOS.  
Hongkong, March 11, 1879. apl

## TO LET.

GREEN MOUNT, Possession on or before 15th May.  
Apply to  
GILMAN & Co.  
Hongkong, March 4, 1879.

## TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.  
Apply to  
LANDSTEIN & Co.  
Hongkong, February 4, 1879.

## TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.  
Apply to  
J. NOBLE,  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. apl3

## TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East:—  
FIRST FLOORS of Nos. 2 and 4, Praya East.

## As also,

A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

## TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

## Also,

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.  
For further particulars, apply to  
MEYER & Co.  
Hongkong, March 4, 1879.

## TO BE LET.

On Shameen—Canton.

THE SPACIOUS PREMISES lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with Godowns, TEA and SILK ROOMS attached.  
For Particulars, apply to  
EDWARD DAVIS,  
Canton.

Canton, March 12, 1879. apl2

## TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.  
Apply to  
TURNER & Co.  
Hongkong, August 1, 1878.

## TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to  
WO HANG,  
Nos. 5 and 7, Praya West.  
Hongkong, January 9, 1879.

## Mails.



STEAM FOR  
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;  
ALSO  
BOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BOKHARA, Captain I. ORMAN, will leave this on SATURDAY, the 29th March, at Noon.

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to  
A. MOIVER, Superintendent.  
Hongkong, March 18, 1879. ma29

## Occidental &amp; Oriental Steam Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. GALLIC will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.  
Connection is made at Yokohama, with Steamers from Shanghai.  
Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.  
A REDUCTION is made on RETURN PASSAGE TICKETS.  
Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.  
For further information as to Freight and Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.  
G. B. EMORY, Agent.  
Hongkong, March 22, 1879. apl

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th April, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
On Through PASSAGES TO EUROPE, A REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS OF THE ARMY AND NAVY, and MEMBERS OF THE CIVIL and CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m. of 14th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 37, Praya Central.

RUSSKLI & Co., Agents.  
Hongkong, March 21, 1879. apl6

## INSURANCES.

## CHINESE INSURANCE COMPANY, (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEY SMITH,  
General Agent.  
Hongkong, December 9, 1878.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company,  
Hongkong, October 27, 1874.

## Insurances.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON &amp; Co., Agents.

Hongkong, January 1, 1874.

## LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton,  
Hongkong, January 4, 1867.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

## THE LONDON ASSURANCE

## INCORPORATED BY ROYAL CHARTER

of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000  
Reserve Fund upwards of £ 120,000  
Annual Income £ 250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 15, 1868.

## SWISS LLOYD

## TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant Insurances on MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co.  
Hongkong, February 10, 1879.

## THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS in Hongkong for the above-named Company, are prepared to grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurances in China.

MEYER & Co.  
Hongkong, August 13, 1878.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents,  
Hongkong, July 9, 1879.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 5. From P. and O. Co.'s Office to Peddar's Wharf.

2. From Gas Works to the Novelty Iron Works. 6. From Peddar's Wharf to the Naval Yard.

3. From Novelty Iron Works to the Harbour Master's Office. 7. From Naval Yard to the Pier.

4. From Harbour Master's to the P. and O. Co.'s Office. 8. From Pier to East Point.

Alalanta	3 h	Petersen	Ger.	str.	782	Mar. 21	Meyer & Co.	.....	.....
Bombay	1 h	Langer	Ger.	str.	749	Feb. 12	Swire Acheong	.....	.....
Cassandra	2 h	Webb	Brit.	str.	837	Mar. 14	Siemens & Co.	.....	.....
Cheng Hock Kian	5 c	Young	Brit.	str.	858	Mar. 24	Bun Hin Chan	.....	.....
Deucalion	5 c	Brown	Brit.	str.	1639	Mar. 22	Butterfield & Swire	.....	.....
Douglas	5 h	Cullen	Brit.	str.	884	Mar. 22	Douglas LaPrak & Co.	.....	.....
Emaralda	5 h	Stapani	Brit.	str.	895	Mar. 22	Russell & Co.	.....	.....
Flora	2 c	Kider	Brit.	str.	117	.....	H. K. & W'pca Dock Co.	.....	.....
Flora Castle	2 c	Thomas	Brit.	str.	1623	Mar. 17	Adamson, Bell & Co.	.....	.....
Flintshire	5 c	Goode	Brit.	str.	1236	Mar. 19	Gibb, Livingston & Co.	.....	.....
Gaelic	5 c	Kidley	Brit.	str.	1712	Mar. 19	O. & S. S. Co.	.....	.....
Hailong	5 c	Goode	Brit.	str.	277	Mar. 19	Douglas LaPrak & Co.	.....	.....
Khiva	5 c	Lee	Brit.	str.	2609	Mar. 23	P. & O. S. N. Co.	.....	.....
Loudon Castle	5 c	Marshall	Brit.	str.	1675	Mar. 16	Adamson, Bell & Co.	.....	.....
Malacca	5 c	Smith	Brit.	str.	1046	Mar. 18	P. & O. S. N. Co.	.....	.....
Norna	5 c	Walker	Brit.	str.	606	June 28	Kwok Acheong	.....	.....
Panay	5 c	Goyenchea	Span.	str.	645	Mar. 20	Remedios & Co.	.....	.....
Penedo	5 c	Cain	Brit.	str.	652	Mar. 20	Melchers & Co.	.....	.....
Radnorshire	7 c	Thomson	Brit.	str.	1272	Mar. 22	Gibb, Livingston & Co.	.....	.....
Rajasthanubhar	2 h	Hopkins	Brit.	str.	933	Mar. 16	Yuen Fat Hong	.....	.....
Sootland	5 h	Atkinson	Brit.	str.	1180	Mar. 19	Russell & Co.	.....	.....
Zephyr	1 h	Bauer	Brit.	str.	.....	.....	Russell & Co.	.....	.....
Sailing Vessels									
Abbie N. Franklin	8 c	Howes	Amer. bge.	460	Mar. 6	O. & S. S. Co.			
B. F. Watson	8 c	Hawkins	Amer. bge.	460	Mar. 8	Butterfield & Swire			
Black Hawk	8 c	Hoyland	Amer. sh.	1128	Jan. 13	Vogel & Co.			
Carrie Wyman	7 c	Randall	Amer. bge.	469	Mar. 15	Meyer & Co.			
Catherine Marden	4 c	Marden	Brit. sm. sc.	287	Feb. 22	Captain			
Charmet	4 c	Lucas	Amer. sh.	1358	Jan. 22	Russell & Co.			
Choloe	7 c	Harrison	Brit. bge.	894	Mar. 20	Douglas LaPrak & Co.			
Cilurnum	8 h	Beadle	Brit. sh.	1886	Mar. 9	Wieler & Co.			
Coeran	8 h	Beadle	Amer. sch.	188	July 18	W. B. Ray			
Coloma	1 k	Hall	Amer. bge.	868	Nov. 15	Russell & Co.			
Elizabeth Childs	4 c	Lindbergh	Ger. bge.	891	Mar. 8	Wieler & Co.			
Emil Julius	4 c	Jurgensen	Ger. bge.	601	Mar. 19	Melchers & Co.			
Emilio V.	3 c	Merello	Ital. bge.	724	Mar. 23	Musco & Co.			
Formosa	2 c	Burgwardt	Ger. sm. sc.	282	Feb. 6	Vogel & Co.			
Forward	2 c	Vaudevord	Brit. bge.	744	Dec. 17	Rozario & Co.			
Golden Fleece	4 c	Willshire	Brit. bge.	898	Mar. 10	Gilman & Co.			
Golden Rule	4 c	Lewis	Amer. sh.	1185	Mar. 7	Vogel & Co.			
Hazelhurst	4 c	Goodey	Brit. bge.	877	Jan. 18	Vogel & Co.			
Highlander	4 c	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.			
Jacobine	3 k	Bang	Ger. bge.	836	Mar. 18	Captain			
Jan. Kater	3 c	Everet	Ger. bge.	836	Mar. 18	Meyer & Co.			
John. Friedrich	3 c	Kronke	Ger. bge.	242	Mar. 8	Wieler & Co.			
Louise	4 c	Simons	Brit. sch.	280	Mar. 16	Gilman & Co.			
Mangerton	4 c	Thompson	Brit. bge.	380	Mar. 19	Task Me Hong			
Marco Polo	4 c	Brethwoldt	Ger. bge.	358	Mar. 10	Wieler & Co.			
Marquis of Arghl.	3 c	McKeon	Brit. bge.	500	Dec. 24	Rozario & Co.			
Neheuse, Gibson	4 c	Bradford	Amer. bge.	741	Feb. 23	Meyer & Co.			
Penobscot	4 c	Chipman	Amer. bge.	1133	Feb. 28	Butterfield & Swire			
Oneida	5 k	Clyma	Brit. sh.	2283	Mar. 16	Captain			
Orange Grove	8 c	Longmuir	Brit. bge.	385	Mar. 21	Geo. R. Stevens & Co.			
Quikstep	8 c	Barnaby	Amer. bge.	826	Mar. 13	Master			
Republic	8 c	Holmes	Amer. sh.	1361	Mar. 8	Captain			
Staut	7 c	Acheong	Norw. bge.	681	Mar. 16	Douglas LaPrak & Co.			
Sillman B. Allen	4 c	Taylor	Amer. bge.	688	Jan. 26	Vogel & Co.			
Stonewall Jackson	4 c	Bartlett	Amer. bge.	1102	Dec. 30	Russell & Co.			
Strathmore	4 c	Miller	Brit. bge.	1159	Dec. 17	Vogel & Co.			
Strathmore	4 c	Hemsworth	Brit. bge.	500	Dec. 21	Captain			
Sumaride	4 c	Tobiasen	Norw. sh.	943	Jan. 8	Vogel & Co.			
Sumatra	3 k	Clough	Amer. sh.	1090	Sept. 8	Russell & Co.			
Sumatra	3 k	Miller	Brit. sh.	1089	Jan. 5	Vogel & Co.			
Sydenham	4 c	Smith	Amer. bge.	689	Jan. 9	Russell & Co.			
Thos. A. Goddard	4 c	Fenderson	Amer. bge.	645	Feb. 23	Captain			
Thomas Fletcher	3 k	Pendleton	Amer. bge.	645	Feb. 23	Captain			
Three Brothers	2 h	Kahleke	Brit. bge.	367	Feb. 24	Ee Tye Hong			
Uranus	7 c	Berg	Norw. bge.	490	Mar. 20	Arnhold, Karberg & Co.			
WHAMPOA									
Friedrich		Bertelsen	Ger. sm. sc.	295	Mar. 8	Wieler & Co.			
Johann Schmidt		Bosche	Ger. bge.	433	Mar. 10	Melchers & Co.			
Lota		Duddell	Brit. bge.	472	Mar. 17	Order			
Tartar		Kaemena	Ger. bg.	256	Mar. 11	Melchers & Co.			
CANTON									
China		Ackermann	Ger. str.	741	Mar. 24	Siemens & Co.			
Ningpo		Cass	Brit. str.	668	Mar. 22	Siemens & Co.			
Alalanta	3 h	Petersen	Ger.	str.	782	Mar. 21	Meyer & Co.	.....	.....
Bombay	1 h	Langer	Ger.	str.	749	Feb. 12	Swire Acheong	.....	.....
Cassandra	2 h	Webb	Brit.	str.	837	Mar. 14	Siemens & Co.	.....	.....
Cheng Hock Kian	5 c	Young	Brit.	str.	858	Mar. 24	Bun Hin Chan	.....	.....
Deucalion	5 c	Brown	Brit.	str.	1639	Mar. 22	Butterfield & Swire	.....	.....
Douglas	5 h	Cullen	Brit.	str.	884	Mar. 22	Douglas LaPrak & Co.	.....	.....
Emaralda	5 h	Stapani	Brit.	str.	895	Mar. 22	Russell & Co.	.....	.....
Flora	2 c	Kider	Brit.	str.	117	.....	H. K. & W'pca Dock Co.	.....	.....
Flora Castle	2 c	Thomas	Brit.	str.	1623	Mar. 17	Adamson, Bell & Co.	.....	.....
Flintshire	5 c	Goode	Brit.	str.	1236	Mar. 19	Gibb, Livingston & Co.	.....	.....
Gaelic	5 c	Kidley	Brit.	str.	1712	Mar. 19	O. & S. S. Co.	.....	.....
Hailong	5 c	Goode	Brit.	str.	277	Mar. 19	Douglas LaPrak & Co.	.....	.....
Khiva	5 c	Lee	Brit.	str.	2609	Mar. 23	P. & O. S. N. Co.	.....	.....
Loudon Castle	5 c	Marshall	Brit.	str.	1675	Mar. 16	Adamson, Bell & Co.	.....	.....
Malacca	5 c	Smith	Brit.	str.	1046	Mar. 18	P. & O. S. N. Co.	.....	.....
Norna	5 c	Walker	Brit.	str.	606	June 28	Kwok Acheong	.....	.....
Panay	5 c	Goyenchea	Span.	str.	645	Mar. 20	Remedios & Co.	.....	.....
Penedo	5 c	Cain	Brit.	str.	652	Mar. 20	Melchers & Co.	.....	.....
Radnorshire	7 c	Thomson	Brit.	str.	1272	Mar. 22	Gibb, Livingston & Co.	.....	.....
Rajasthanubhar	2 h	Hopkins	Brit.	str.	933	Mar. 16	Yuen Fat Hong	.....	.....
Sootland	5 h	Atkinson	Brit.	str.	1180	Mar. 19	Russell & Co.	.....	.....
Zephyr	1 h	Bauer	Brit.	str.	.....	.....	Russell & Co.	.....	.....
Sailing Vessels									
Abbie N. Franklin	8 c	Howes	Amer. bge.	460	Mar. 6	O. & S. S. Co.			
B. F. Watson	8 c	Hawkins	Amer. bge.	460	Mar. 8	Butterfield & Swire			
Black Hawk	8 c	Hoyland	Amer. sh.	1128	Jan. 13	Vogel & Co.			
Carrie Wyman	7 c	Randall	Amer. bge.	469	Mar. 15	Meyer & Co.			
Catherine Marden	4 c	Marden	Brit. sm. sc.	287	Feb. 22	Captain			
Charmet	4 c	Lucas	Amer. sh.	1358	Jan. 22	Russell & Co.			
Choloe	7 c	Harrison	Brit. bge.	894	Mar. 20	Douglas LaPrak & Co.			
Cilurnum	8 h	Beadle	Brit. sh.	1886	Mar. 9	Wieler & Co.			
Coeran	8 h	Beadle	Amer. sch.	188	July 18	W. B. Ray			
Coloma	1 k	Hall	Amer. bge.	868	Nov. 15	Russell & Co.			
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Emil Julius	4 c	Jurgensen	Ger. bge.	601	Mar. 19	Melchers & Co.			
Emilio V.	3 c	Merello	Ital. bge.	724	Mar. 23	Musco & Co.			
Formosa	2 c	Burgwardt	Ger. sm. sc.	282	Feb. 6	Vogel & Co.			
Forward	2 c	Vaudevord	Brit. bge.	744	Dec. 17	Rozario & Co.			
Golden Fleece	4 c	Willshire	Brit. bge.	898	Mar. 10	Gilman & Co.			
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